M'GIVNEY & ROKEBY CO. SUB-LETS HAVANA WORK.

Long Delay in Starting Work Due to an Error Made Some Time Ago by Gen. Wood About \$16,000,000 to Be Expended in Sewers, the Port Taxes to Pay for All.

It was announced yesterday from the offices of R. Floyd Clarke of 37 Wall street that the McGivney and Rokeby Contracting Company, for which he is counsel, had yesterday sublet the contract for the sanitation of the city of Havana to the Cuban Engineering and Contracting Company and to the Uvalde Asphalt Paving Company. The contract, which originally was entered into between the municipality of Havana with Ralph T. Rokeby and Samuel P.McGivney on January 10, 1902, called for about \$10,500,000 worth of paving and sewage

A new contract was drawn up on June 23, this year, between the Republic of Cuba and the McGivney and Rokeby Construction Company which will involve about \$6,000,000 additional work, principally in the Vedado district. Ten per cent. of the revenues of the port of Havana have been set aside to pay for the work. The Cuban Engineering and Contracting Company has just been organized for the express purpose of taking

organized for the express purpose of taking over the sewer building end of the work.

Under the terms of the contract work must be begun within ninety days of signing. The long delay between the signing of the first contract with the city of Havana and the ultimate carrying out of the terms under a second agreement with the Republic of Cuba was originally due to a legal mistake made by Gen. Leonard Wood, military governor of Cuba during the American occupation of the Island.

Acting under the Platt amendment, which among other things incorporated in the Cuban constitution an agreement to sanitate the cities of the island, Gen. Wood allowed the municipality of Havana to advertise, on June 27, 1901, for bids for the construction of a proper paving and sewage system for the city. In reality by the terms of the Platt amendment the work should have been undertaken by the republic.

work should have been undertaken by the republic.

Michael J. Dady, the Brooklyn politician, had previously filed plans during the Spanish regime for the execution of this same work, and as the Spanish law gave him the right of taking up the lowest bid when the work went through he first had to be bought out for \$250,000 so everybody might start fair. There were seven competitors for the contract when Dady's rights were got out of the way.

On May 20, 1902, the Government of the island was turned over to the Republic of Cuba. The Cubans, who didn't want any drainage system built, began to see to it that they shouldn't get one. First, it is understood, the company received tentative offers of from \$1,000,000 to \$2,000,000 to give up their contract right and then when that failed the city tried to place a bond issue to pay for the work, but received no bids. When the city found it couldn't pay for the job Mr. Clarke put the matter up to the Cuban Government, but the Government called it a city contract and failed to do anything.

Then Mr. Clarke went to Washington,

to do anything.

Then Mr. Clarke went to Washington, where he succeeded in convincing Secretary of State Hay that his clients' contract was of State Hay that his clients' contract was not one between private parties, in which case the United States couldn't interfere, but a subsidiary agreement to the great covenant between the two republics for the sanitation of the island, in which the McGivney & Rokeby Company was only the instrument of execution.

Secretary Hay was just about to compel fulfilment when the revolution of 1906 came on, followed by the second intervention.

On March 2 this year the President, pursuant to advisory letters received from Secretary Taft and Secretary Root, ordered a second contract to be drawn up, this time between the construction company and the luban Republic.

HAD BAD CHECKS.

Three Men Who May Have a System of Beating Shopkeepers.

Thomas Murray of 310 East Eighty-Twelfth street and Frank Hall of 219 East Thirty-eighth street were arraigned yesterday in the Tomba police court on suspicion of being connected with a number of attempted forgeries. Detectives Gray and Brennan of the Central Office were in Stuyvesant Square yesterday morning when they saw the men stop four boys and give each of them an envelope. The boys left but returned a few minutes later and handed back to the men the envelopes. The detectives became suspicious

velopes. The detectives became suspicious and arrested the three men.

A number of envelopes were found in their possession, each containing a note and a check, the note requesting that the person receiving it cash the check as the writer was short of cash. One of the checks purported to be signed by Mrs. A. Pussey of 1 West Seventy-second street and the note was addressed to a butcher at Second avenue and Thirty-third street, with whom she had an account. When communicated with by telephone Mrs. Pussey denied ever having signed the check or written the note.

The detectives think that the three prisoners had discovered shopkeepers with whom different persons had accounts and then attempted to get money from them by sending them forged checks by boys.

Magistrate Cornell held the three men for examination.

BOURNE JEWELS MISSING.

Not Stolen, Simply Misplaced, Says a Representative of the Commodore.

representative of ex-Commodore Fredrick G. Bourne at the latter's office, 149 Broadway, said yesterday that so far as he knew there had been no robbery at Indian Neck Hall, Commodore Bourne's house at Oakdale, L. I.

"Some jewels may be missing, but in al probability they have just been tempo-rarily misplaced," he said—"possibly the matter of a few rings or so. When the family returns the property surely will be located."

Alexander Mair, superintendent of the estate, said at Oakdale yesterday that there was no foundation for the report that jewels to the value of \$50,000 had been taken. No robbery had been committed, he said.

"You may deny that on my authority. I cannot imagine how such a story could have been started, as there is not the slightest foundation for it," he said.

MRS. WILCOX'S PLIGHT.

Widow of Paper Box Manufacturer Must Get \$2,000 Ball or Stay in Jail. Mrs. Helen A. Wilcox of East Orange, N. J., widow of the founder of the Wilcox Paper Box Company, who was landed in Raymond street jail a few days ago on an order of arrest made by Justice Soudder of the

of arrest made by Justice Soudder of the Supreme Court in Brooklyn, must remain there until she furnishes \$2,000 bail, Justice Blackmar having dismissed the writ of habeas corpus in her behalf and remanded her to the custody of the Sheriff.

It was on the complaint of Mrs. Charity C. Mould of Matrituck, L. I., that Mrs. Wilcox was arrested. She charges Mrs. Wilcox with having fraudulently obtained \$5,000 from her on a piece of property in Bainbridge street which Mrs. Wilcox formerly owned but which is alleged had been sold for debts.

Coroner Finds Dr. Phelps Was Insane. UTICA, N. Y., Aug. 21.-Coroner Dodd to-day filed a decision in which he finds that the Rev. Dr. J. D. Phelps, financial agent of Syracuse University, was insane when he shot and killed himself at a local hotel on Wednesday.

CUBAN SANITATION CONTRACT | SAYS THESE DRIVE RECKLESSLY. | TOUCHARD PLAYS GOOD TENNIS Long Island Railroad Tells of Further

A statement sent out yesterday by Ralph Peters, president of the Long Island Railroad Company, says that 53 per cent. of the automobiles that passed over the Merrick road railroad crossing in Springfield on August 19 and 20 were driven in a reckless manner. Records taken by the railroad company from 8 A. M. to 7 P. M. on each day show that 463 automobiles crossed the tracks. Of this number 249 were "driven at dangerous speed and could have not been stopped had a train been approaching."
Observations were also made at the Vanderbilt crossing at Oakdale, and while the number of cars that passed over the tracks was small, thirty-three of then were driven recklessly. One machine, No. 43759, registered in the name of R. C. Vanderventer, so the statement says, went over the Merrick road crossing at a speed of fifty miles an hour.

While 282 automobiles were observed gaing over railroad crossings at dangerous speed, the following thirty-six cars were moving faster than thirty miles an hour, according to the company's records:

License 52885 N. Y., registered owner, the tracks. Of this number 249 were "driven

License 52885 N. Y., registered owner, Eli Long, 143 West Eighty-seventh street; Sings, 123 West Eighty-Sevent Street, Brooklyn; 5388 N. Y., W. J. Larned, 155 Broad-way; 37207 N. Y., Marshall J. Dodge, 40 Wall-street; 53906 N. Y., John F. Nelson, 40 Cour street; S3805 N. Y., John F. Nelson, 40 Cour street, Brooklyn; 52801 N. Y., E. H. Hessels, 15 Brookfield street, White Plains, N. Y.; 52353 N. Y., George C. Owen, 275 Kingston avenue, Brooklyn; 43993 N. Y., James H. Baker, Saratoga, N. Y.; 48646 N. Y., William P. Faust, 122 Jay street, Schenectady, N. Y.; 58521 N. V. Walter H. Wohl, 15 Fact Fifty F. Faust, 122 Jay street, Schenectady, N. 1.; 58521 N. Y., Walter H. Webb, 15 East Fifty-first street; 32041 N. Y., Samuel S. Gerard, Bayport, L. I.; 57567 N. Y., Clarence Behrer, 106 Bainbridge street, Brooklyn; 9532 N. Y., J. H. Dempsey, 127 East Seventy-second street; 31346 N. Y., M. Reade, 116 East Seven-lish street; 41142 N. V. J. P. Wille, 11 West street; 31346 N. Y., M. Reade, 116 East Seventieth street; 41143 N. Y., J. R. Klin, 11 West Forty-second street; 38138 N. Y., Matthew Baird, 39 West Seventy-sixth street; 50623 N. Y., Thomas J. McLaughlin, Far Rockaway, L. I.; 43665 N. Y., I. Parshelesky, Brooklyn; 26456 N. Y., James B. Brady, 611 Fifth avenue; 42754 N. Y., L. Burnstein, Brooklyn; 55938 N. Y., Harry Miller, Jamaica, L. I.; 55479 N. Y., Abraham Adelberg, Cedarhurst, L. I.; 15366 N. Y., William Street, 12 West Forty-fourth street; 51168 N. Y., A. Gershel, 613 West End avenue; 36618 N. Y., C. E. Lewis, 300 West 109th street; 54835 N. Y., Frederick Sulzberger, 37 Maiden lane; 52172 N. Y., R. Muhe, Sr., 88 William street, Brooklyn; 18829 N. Y., Henry R. William street, Brooklyn; 18829 N. Y., Henry R. Sutphen, 11 Washington avenue, High Bridge; 39570 N. Y., E. Regensburg, 341 West Eighty-eighth street; 55033 N. Y., Joseph Stroock, Grand avenue, Newburgh, N. Y.; 57705 N. Y., Mrs. Eva S. Robinson, 309 West 107th street; 48508 N. Y., Morris Loeb, 273 Madison avenue; 56386 N. Y., R. Lodowsky, 1731 Broadway; 26230 N. Y., Gus Lund & Co., 231 East Fortyseventh street; 44580 N. Y., Henry A. Kayser, 72 West Eighty-fifth street; 19028 N. Y., R. L. Patterson, 13 West Fifty-sixth street; 43750 N. Y., R. C. Vanderventer, 60 West Fifty-third treet. third street.

third street.

"That many automobile drivers make a practice of reckless driving," says the statement, "is indicated in the records taken by the company at both the Merrick road and the Vanderbilt crossings. Two machines, No. 53906 N. Y., and 26230 N. Y., were observed twice going over the tracks at a speed of more than thirty miles an hour. Car No. 44580, registered in the name of Henry A. Kayser, 72 West Eighty-fifth street, appears twice in the reports of checks made at Merrick road.

"The investigation made by the Long Island Railroad Company to date shows that speeding automobilists pay practically no attention to signals, bells or flagmen."

TO LET PHYSICIANS SPEED. Orange Police Won't Interrupt Their Hurry Calls-Flags for Identification.

ORANGE, N. J., Aug. 21.-In order that their members may not be held up by their members may not be held up by policemen while they are speeding to hurry up cases in their automobiles the Physicians Automobile Club of the Oranges has decided to equip its members with flags bearing the red cross insignia of the club, which will wave from the cars as the doctors go along.

Hereafter when the police see a doctor scooting too fast they will simply salste and take the doctor's number, but he won't be arrested; instead he will have to come around to court when he finds it convenient and explain. Several doctors have been are seed to the convenient and explain. Several doctors have been are seed to the convenient and explain. Several doctors have been are seed to the convenient and explain. Several doctors have been are seed to the convenient and explain. Several doctors have been are seed to the convenient and explain. Several doctors have been are seed to the convenient and explain. Several doctors have been are seed to the convenient and explain. Several doctors have been are seed to the convenient and explain. Several doctors have been are seed to the cars as the doctors are seed to the cars as the correct than the score of 6-2, 6-2 and 6-1 includes.

Nat Emerson, the Western champlon made a favorable impression in his match against George H. Nettleton. The Westerner was very sever overhead and won many close deuce games by his sine smashing, against which Nettleton was towerless. Both Alexander and Beals Wright outclassed their opponents and took the matches easily.

The summary:

All Comers National Champlonship Singles—Third round—William J. Clothier defeated J. O.

and explain. Several doctors have been held up on their way to important cases

SHELLARD OFF THE FORCE. Brooklyn Policeman Involved in Barbara Reig Killing Is Dismissed.

Patrolman David H. Shellard of the Hamburg avenue station in Brooklyn, who was arrested in connection with the killing of Barbara Reig on the night of July 21 in Irving Square Park and held a few days ago for the action of the Grand a few days ago for the action of the Grand
Jury on a charge of homicide, was dismissed from the police force yesterday
by Deputy Commissioner Baker.
Shellard's trial on charges of violating
the rules of the department took place
before Commissioner Baker at the State
street headquarters and occupied only a
few minutes. It was confined strictly to
infractions of police discipline and not to
the features of the mysterious shooting of
the girl.

the girl.

Shellard was charged with leaving his post and going to the shelter in Irving Square Park without notifying the lieutenant on the desk at the station and also Square Park without notifying the lieutenant on the desk at the station and also with failing to make a note of the fact in his memorandum book. Another charge was that he had failed to appear at the trial room on the date formerly set for the trial. The charges were all sustained and Commissioner Baker ordered Shellard's summary dismissal from the force.

Shellard is under \$10,000 bail on the homicide charge.

MEDAL FOR CAPT. HARRISON. Commander of the Volturno Rewarded for His Rescue Work.

Capt. James Harrison of the steamship Volturno of the New York and Continental Line received yesterday from the Life Saving Benevolent Association of New York aboard the liner at Jersey City a diamond studded gold medal for rescuing twenty-eight sailors of the French fishing vessel Champagne in a gale off the Banks of Newfoundland in April.

Capt. Harrison was forced to stand by three days before he got a chance to take off the Frenchmen, and even then while the fisherman was sinking the Volturno's sailors who manned the lifeboats were in great peril from the combing seas. The sailors also received presents.

sailors also received presents. LUSITANIA'S CAPTAIN QUITS. Capt. J. B. Watt Resigns-Capt. Pritchard

Capt. J. B. Watt of the Lusitania, the commodore of the Cunard fleet, is three years above the service age limit and has handed in his resignation, to become effec-

handed in his resignation, to become effective after the big ship's sister, the Mauretania, is retired next month for an over-hauling.

Capt. John Pritchard of the Mauretania is scheduled to take Capt. Watt's place.

Capt. Watt has been thirty-five years in the service of the Cunard line and twenty-five years are commanded. He will be serviced to the commander of the west. five years a commander. He will get a pension.

Minister Squiers Home From Panama on

Herbert G. Squiers, American Minister to Panama, with his family arrived yesterday from Cristobal, Canal Zone, aboard the steamship Alliança. He is on two months leave, which will be spent on a yachting trip to Nova Scotia. Other passengers
by the Alliança were Mr. and Mrs. Ernesto
Arosemena, on their honeymoon; Lieut.
M. T. Mears and Lieut. J. F. Dyer of the
Marine Corps with thirty-three marines
who were on duty at the Panama elections.

HE DEFEATS WESTFALL IN A FIVE SET MATCH.

Contest Decided on Championship Court, as Ames, Beaten by Clothier, Declines to Furnish a Roman Heliday for Newport Spectators-Eight Survivors.

NEWPORT, R. I., Aug. 21.-Eight survivors are all that remain of the record field of 145 aspirants for the lawn tennis championship title in the all comers' national tournament. Frank J. Sulloway, Gustave F. Touchard, William J. Clothier, Nat Emerson, J. D. R. Jones, Beals C. Wright and Harry Torrance, Jr. They are coupled for the semi-finals in the order named.

Only three of the competitions by which the experts won their places went beyond the necessary three sets. One of the longer matches, that in which Gustave F. Touchard of the New York L. T. C. defeated Herbert T. Westfall, Knickerbocker Field Club, provided the unique affair of the day. It was this pair that took the championship court in the morning after J. O. Ames had declined to appear on that stretch of turf with William J. Clothier. In Ames's words he was not ready to furnish a Roman holiday for the fashionable gallery, for it was a foregon conclusion that the national ex-champio would defeat him easily, which he did at 6-3, 8-6 and 6-3.

It was the first time that a player has had the temerity to stand out against the dictates of the referee, Dr. James Dwight, and it caused some consternation. Ames stuck to his decision or threatened to default, so Touchard and Westfall were hastily put on the court. As it happened they engaged in the most interesting contest of the day for the limit of five sets, Touchard winning

the court. As it happened they engaged in the most interesting contest of the day for the limit of five sets, Touchard winning at 6-8, 1-6, 7-5, 6-2, 7-5.

There were many gross errors in the Touchard-Westfall match, any of which might have turned the outcome the other way. As it was Touchard, after losing two sets, worked at his opponent's backhand until the latter, apparently disgusted at the conditions, appeared to throw away the match.

Because of the peculiar conditions surrounding it the match in which Touchard defeated westfall attracted attention not only because for the most part it was well fought, but because the loser had twice before overcome his adversary. The first and second sets made it look like another victory for Westfall.

Touchard opened strongly with the service, on which he occasionally foot faulted, but there was no one to penalize him, and he took the first two games, as Westfall had not established the length of his drives. When he did he shot the ball across Touchard's forehand steadily for four games and went to the front at 4-3. By coming up to the net and blocking off those drives Touchard won the seventh game, but Westfall kept right on and held the lead at 5-3.

Touchard's net play was fine in the next game. It went to deuce, as did the next, so that games all was called. The two men were doing the best they could in judging the line shots, but each made many mistakes and often spectators helped them out, some even advising them to insist upon linemen. Touchard managed to pull up to 6-5 by a flash, but Westfall's drives found their mark and he scored the set at 8-6. The second set was short and decisive. Touchard managed to pull up to 6-6 by a flash, but Westfall's drives found their mark and he score of the set at 8-6. The second set was short and decisive. Touchard managed in the first went to Touchard managed to pull up to 6-6 by a flash, but Westfall's drives found their mark and he score of the second at 6-1.

Then the tide began to turn. Westfall led off in the third set a

All Comers National Championship Singles—Third round—William J. Clothier defeated J. O. Ames, 6-3, 8-6, 6-3, Nat Emerson defeated Charles M. Buli, Jr., 6-4, 4-6, 6-2, 6-3.

Fourth Round—Frederick B. Alexander defeated Dean Mathey, 7-3, 6-1, 6-4; Frank J. Sulloway defeated Harry C. Martin, 1-6, 7-5, 6-0, 6-4; Gustave F. Touchard defeated Herbert L. Westfall, 6-8, 1-6, 7-5, 6-2, 7-5; William J. Clothier defeated G. M. Church, 6-2, 6-2, 6-1; Nat Emerson defeated G. M. Church, 6-2, 6-2, 6-1; Nat Emerson defeated G. W. Church, 6-2, 4-6, 6-2, 6-1; J. D. E. Jones defeated Hichard Stevens, 6-1, 8-6, 6-2; Irving C. Wright defeated Carleton Hale, 6-1, 6-1; Harry Torrance, Jr., defeated R. L. James, 6-4, 6-2, 6-8.

National Interscholastic Championship Singles—First and semi-final round—G. M. Church, Columbia, defeated E. H. Whitney, Harvard, 3-6, 6-3, 7-6; Dean Mathey, Princeton, defeated M. Babcock, Cornell, 6-1, 6-2.

CAMP PERRY SHOOT.

Sixth Massachusetts and United States

Marine Corps Divide Honors. CAMP PERRY, Ohio, Aug. 21.—The Sixth Massachusetts and the United States Marine Corps divided the honors to-day in the closing 1,000 yard stage of the championship regimental and the Herrick match. The six shooters of the Sixth Massachusetts won the

ahooters of the Sixth Massachusetts won the regimental by a score of 775 and they take the \$500 trophy home and keep it, for this is the third successive year they have won it. They also got gold medals and \$75.

The Fifth Maryland sprang a surprise on the second Ohio by beating them by seven points on this range, scoring 789 to the Buckeyes' 782. The Second New Jersey, which started on the 1,000 yard targets one point behind the Fifth Massachusetts and seven ahead of Ohio, was looked upon as a place winner, but finished with 748. The Fourth New Jersey outshot the Second by eight points this afternoon and finished with 732. The high Jersey score was 47, by Capt. Dabb of the Second and Capt. Baker and Private Minervin of the Fourth. The full Jersey score was as follows:

Second New Jersey—Stevens, 32: Parr. 86; Dabb.

Second New Jersey—Stevens, 32; Parr, 36; Dabb, 47; Sergt. Silvester, 30; Lleut. Silvester, 36; Martin, 39. Total, 229.
Fourth New Jersey—Branchi, 37; Minervin, 47; Baker, 47; Weise, 30; Higgins, 36; Smith, 39. Total, 226. The fifteen leaders in the regimental cham-pionship match scored as follows:

	1000
Organization. Sixth Massachusetts	Yards.
Sixth Massachusetts.	256
Pifth Maryland	261
Second Ohio	250
Second Ohio. U. S. Naval Academy	954
U. S. Navai Academy	244
Sixth Oregon	
Second New Jersey	
Second Washington	
Sixth Ohlo	249
Sixth Ohlo. U. S. Naval Academy No. 2	236
Third Oregon	229
Second District of Columbia	246
Fourth New Jersey	235
First California	236
Fourth Maryland First District of Columbia	233
First District of Columbia	222
The Marine Corps took the	
thirty-four competitors, scot	ing 1.647.

thirty-four competitors, scoring 1,647, and Pennsylvanis won second place and \$100 with 1,645, Ohio being thigd and Massachusetts fourth. The Marine Corps second team, the navy and the infastry held the next three places. New Jersey ranked sixteenth with 1,527. Her team scored as follows: Price, 181: Pfell, 172; Tewes, 196; Rowland, 200; Mineryin, 185; Baker, 191; Silvester, 207; Martin, 195. Total, 1,527.

The thousand yard and total scores of the

first he	alf of the	Herri	ck field	Were	\$ 100
				1.0	00
Name		(C)		Yat	de. Tot
Marine	Corps, No.	1			1.0
Pennsy	Ivania				7 1.0
Ohio, h	nusette, fir				10 1.0 16 1.0
Massac	husetts, fir	st team	*******		16 ' 1 (
Marine	Corps, No.	2			9 1.0
Navy.	irst team	******			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Intantr	y, second t			6	1,
Intantr	y, second t	eam			1.0
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Cavatry	, second te	am			1 1
NAVY. 6	econd tear	B			A 1.
VENANO	ndbn		******		2 1
Oregon					7 17
Second	District Co	himble			1 17
New Je	racy				
	cavalry				
rue	Oavairy	won	Onto	cna	urbiousu

U. S. Cavairy, Sti. Ohio Service team, 785; U. S. Navy, 785; District of Columbia, 742; Squadron A. New York, 722; Kansas, 687.

Sergt. M. S. Farr, Second New Jersey, won the individual rapid fire match with 742. Lieut. Bayre, with 189, was third in the rapid fire revolver match.

W.L.DOUGLAS
THE BEST \$3.50 SHOES FOR MEN

W. L. DOUGLAS MAKES AND SELLS MORE MEN'S \$3.50 SHOES THAN ANY OTHER MANUFACTURER IN THE WORLD.

The reason W. L. Douglas \$3.50 shoes are worn by more men in all walks of life than any other make is because I give the wearer the benefit of the most complete organization of skilled shoemakers in this country, who receive the highest wages paid in the shoe industry and rhose workmanship cannot be excelled.

The selection of the leathers and other materials for each part of the shoe and every detail of the making is looked after by specially trained experts in every department.

If I could take you into my large factories at Brockton, Mass., and show you how carefully W.L.Douglas \$3.50 shoes are made, you would then understand why they hold their shape, fit better, wearlonger, and are of greater value than any other make.

(Signed) Whatoriglas W. L. DOUGLAS \$4.00 GILT EDGE SHOE

Oannot Be Equalled at Any Price.

W. L. DOUGLAS BOYS' SHOES \$1.76 AND \$2.00. JUST THE SAME AS MY MEN'S
\$3.50 SHOES, THE SAME LEATHERS, FOR \$1.76 AND \$2.00.

W. L. Douglas name and price is stamped on the bottom, which protects the weaver against high prices and inferior choss. INSIST UPON RAVING TREM. TAKE NO SUBSTITUTE.

W. L. DOUGLAS SHOE STORES IN GREATER NEW YORK: 433 Broadway, cor. Howard. 356 Sixth Ave., cor. 22d St. 755 Broadway, cor. 8th St. BROOKLYN, N.Y. 853 Broadway, cor. 14th St.

250 West 125th Street. 345 Eighth Avenue. 95 Nassau Street.

708-710 Broadway. 1349 Broadway, cor. 36th St.
1447-1449 Broadway.
2202 Third Ave., cor. 120th.
984 Third Ave., near 59th.
2779 Third Avenue.

2708-710 Broadway.
1367 Broadway.
421 Fulton Street, cor. Pearl.
478 Fifth Avenue.
JERSEY CITY — 18 Newark
Avenue. Avenue.

NEWARK-785 Broad St. PATERSON-192 Market St.

AMONG THE AUTOMOBILISTS

TRADE ASSOCIATION ARRANGES UNUSUAL CONTESTS.

New York Dealers' Organization Schedule Dust, Smokeless Exhaust and Brake Trials for Next Month-Hope to Secur Permit to Run Events in Central Park.

The New York Automobile Trade Association has decided to hold dust trials, smoke-less exhaust trials and brake trials for automobiles on Wednesday and Thursday, Sep-tember 23 and 24, under the management of mobiles on Wednesday and Thursday, September 23 and 24, under the management of W. J. Morgan. The trials will probably be held in Central Park or on one of the Park Department driveways, under the sanction of the Park Department and Police Department. These departments are at present largely interested in the suppression of the dust and smoke exhaust guisance and the quick stopping problem in congested traffic.

Arrangements for holding the trials are very simple. A 200 yard course is first measured off and an electric motor drives an elevated endless belt which carries flags over the course at a predetermined rate of so many miles an hour. The surface of the crushed limestone and dried leaves, and then the cars are sent over the course. The judges are governed in their decisions not only by what they see, but from the reproductions of instantaneous photographic films which are taken at the time. Another feature of the dust trials consists in having powdered limestone not only between the wheels, but under the tracks of the wheels, to show what the rubber tires will do. After the dust trials are over the course will be wet down and the same method is pursued in the exhaust trials, some of the added features of this trial being to show just what too much oil does and also what a sufficiency does.

The brake tests will consist not only of brake trials at various speeds of all kinds of automobiles, but some comparative trials will be had of trotting horses hitched to trotting sulkys, light road wagons, besides some business wagon trials. The location and time of holding the trials will be announced later, so that all those interested may enter, the committee meanwhile perfecting the police arrangements with Commissioner Bingham and the course arrangements with President Smith of the Park Board.

Rules and entry blanks for the twenty-four hour endurance run which is to be conducted by the Bay State Automobile Association on September 23 have been issued. The run will cover a distance of approximately 275 miles, the route being from Boston to the White Mountains and return, the outward trip being along the north shore and through Newburyport. Portsmouth, Rochester, North Conway and the Crawford Noteb to Bretton Woods, and a one hour stop at another point for inncheon.

Conway and the Crawford Notch to Bretton Woods, and a one hour stop at another point for idncheon.

In drafting the rules for this contest the committee has kept in mind that it is intended to be a thorough test of the reliability of the cars rather than a test of the endurance of the drivers. As it is a test of cars only the rules permit the carrying of spare drivers, and changes may be made at any of the controls upon notice to the checker. There will be three controls each way outside of Boston and Bretton Woods, so the trip will not be arduous on the pilots. Another excellent feature of the rules is the requirement that the observers shall be practical operators, acceptable to the committee. This is to insure a complete and careful record of the actual performance of each car. The test will start at 10 A. M., September 23, and it is expected to finish early in the afternoon of the following day. If there is one positive winner a silver cup will be awarded; if there is a tie all perfect score cards will be given certificates. The driver making the most consistent performance will receive a gold watch.

During the daytime a pilot car will mark the route with confetti; at night the pilot car will carry a red searchlight on the rear and will precede the leading competing car by two minutes. There are to be two classes—A, for touring cars, and B, for runabouts, coadsters and tourabouts. Enough entries have been assured to make it evident that at least fifty cars will participate.

A. H. Ackerman, who recently made a

A. H. Ackerman, who recently made a trip from Albany to Utica in a Studebaker electric Stanhope, tells of the following amusing incident that occurred about fifty miles from Albany: We drew up to a garage, and i inquired 'Can we get any juice?' meaning, of course, current. Imagine my surprise when the man appeared a moment later carrying a five gallon can of gasolene, it was only after much explanation that I convinced him that was not what I wanted, and he directed me to an electric lighting plant some two or three miles away."

plant some two or three miles away."

Consul Sackett of Prescott reports on the use of ruotor vehicles in that district of the Dominion of Canada: "Comparatively few motor vehicles are owned here. There are perhaps half a dozen in Brock-ville, three in Prescott and a few elsewhere scattered about the district, but for some reason their use has not become common. Nor is this, in my opinion, for reasons of expense. There is much wealth among the people. I cannot find that there is any regular agency in the district for the sale of motor carriages. There ought to be such an agency and it is my belief that a car of moderate cost would find good sale, if such sale were pushed by the personal appeal of a good agent. The roads of the district are no better nor are they any worse than is the case in the average country section, while the main thoroughfare, east and west, along the St. Lawrence River bank is much of the way macadamized and far better than the average highway, and its scenic attractions are hard to duplicate anywhere. There is hardly a day during the season when automobiles do not



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AMUSEMENTS

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cross the St. Lawrence here by ferry from the United States, en route to Toronto, Montreal, Ottawa or other points of interest to tourists and pleasure seekers through Canada. This section is well worth pros-pecting by the manufacturers of a safe, hardy, moderate priced automobile of Amer-ican make.

The western reserve of Ohio is to have another motor bus line as the result of the efforts of capitalists in Warren and Cortland, Ohio. A company has been organized to operate a line on the pile road between these two cities and parallel with the main line of the Erie Raliroad. Five trips each way will be made every day. The fare has been fixed at 25 cents each way, or 60 cents for the round trip, and a 25 passenger bus will be purchased at once. The company proposes to carry light freight and express and will start a very agreeable innovation by way of taking these packages to the receivers' houses or places of business instead of leaving them in some downtown express office. The route is through one of the prettiest sections of northwestern Ohio, where the towns have been handicapped for forty years bythe one train each way service.

where the towns have been handicapped for forty years by the one train each way service.

It is at length being recognized, in this country at any rate, where there are probably more motors on the road than anywhere else, that the remedy must come from within, and the various clubs and organizations are bestirring themselves seriously with a view to putting a stop to inconsiderate driving, says the London Field. The sutomobile association, which for some time pursued a course calculated to defeat the objects of the police traps, has now issued instructions to its patrols which have a distincty repressive imfluence on the inconsiderate driver, The white badge, which used to be the signal of a clear road, has been a bolished and a serious attempt is being made to cooperate with the police in every way that a considerate motorist would commend.

All cases of reckless driving are reported to headquarters and are suitably dealt with by the committee, and it will be interesting to note how this policy will work out in the long run. When the cars were first compelled to carry number plates a great deal of nonsense was talked about being branded as criminals, and it was said that the numbers were too big. Nevertheless in the wast majority of cases where it has been desirable to get the number of a car it has been desirable to get the number of a car it has been a difficult matter to do so. Number plates are frequently so placed as to be difficult to read, sometimes of set purpose, as, for instance, on the front arie, and it would not be at all a bad thing if stricter regulations were made in this respect. In competitions the officials in order to facilitate identification.

Tennis at Bar Harbor BAR HARBOR, Me., Aug. 21,-The final of the tennis tournament for the championship of Maine was played before a large gallery to-day. D. P. Rhodes of Boston was an easy victor, defeating H. Williston of New York, 6-1, 8-2, 6-4. S. M. Howland is ex-pected to meet Rhodes in the challenge round.

JEFFERSON, N. H., Aug. 21.—The final in the mixed tennis doubles for the Holt ours was finished yesterday afternoon, when Mr. Cleve-and and Miss Trowbridge defeated Mr. Holt and Mrs. Trowbridge. 6—8, 7—5, 7—6, 6—4.



AMUSEMENTS.

MAT. TO-DAY AT 2:15

LADIES' MAT. WED. TO \$1.00. ASTOR B'wsy, 46th St. WEB. MATS. POPULAR POPULAR 50c. to \$1.50 WM. HODGE THE MAN FROM HOME EBER'S B'way, 29th St. Eve. 8:30 TIGHT PAID IN FULL BIJOU BOTH St. TO-NICHT

SAT. MATS. Jos. R. Grismer Announce

MR. DOUGLAS FAIRBANKS in "ALL FOR

A GIRL"

MIMIC WORLD CASINO HAT. Today Crowded 3 Twins Fields Herald Sq. 8:16. Clyde Fitch's Cooling Comedy. DALY'S GIRLS B'way & 80th St. Evgs. 8ds. MATINEE TO-DAY, 2:18. HACKETT John Mason in The Mason in The Mason in The Mata. Todayo Thur. 2:15 Witching Hour

CRITERION B'WAY, 44th St. Nightly 8:20 "Her triumph complete, carring the house by storm."—Herald. CHARLES FROHMAN presents ISADORA DUNCAN in "HER FAMOUS CLASSICAL DANCES."

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